

REPORT

Stendal-Borstel Airfield

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2 February 1953

REFERENCES

3 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

MARKS

This is UNEVALUATED Information

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1. On 17 November 1952, a sentry, who wore red-bordered black epaulets without insignia, was observed in front of Neue Kaserne near Stendal-Borstel airfield. Eight squads of 9 or 10 unarmed men each were being given basic training in the barracks yard. Some soldiers were seen working on two trucks, the wheels of which had been removed. On 19 November, a sentry wearing red-bordered black epaulets without insignia was again seen in front of the barracks installation. Trucks arriving from the direction of Borstel carried a total of 40 soldiers wearing red-bordered black epaulets to the barracks installation and then proceeded toward Stendal.

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2. No activities were observed at the barracks installation on 25 November. At about 5 p.m., about 80 unarmed soldiers in fatigues were observed returning from the direction of the airfield to the barracks installation. They were followed by six officers with artillery insignia. On 5 December, the barracks installation was guarded by a soldier who wore red-bordered black epaulets. About 10 squads of 8 to 10 men each received basic training without weapons. Some of the officers observed near the barracks installation wore red-bordered black epaulets with artillery insignia. No training activities were observed at Neue Kaserne on 13 December. Truck occupied by 16 soldiers wearing red-bordered black epaulets arrived from the direction of Borstel. On 16 December, a sentry wearing red-bordered black epaulets was seen in front of the barracks installation. Some squads were being given rifle training in the yard of the installation. At night, all the windows of the barracks installation were lighted. Source made a sketch of the installation.

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3. No flying was observed at the field from 27 November through 3 December. On 6 December a large number of IL-10s and three twin-engine planes at the field. From 9:30 a.m. to 2 p.m. on 8 December, IL-10s made individual local training flights of about 10 minutes duration.

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[redacted] Biplanes also took off and landed. During the air activity, two radio trucks, a van-like flight control truck painted black and white, a fire truck, an ambulance and two tank trucks were seen at the landing field. One of the radio trucks had a rod antenna 5 meters high, while the other radio truck [redacted] was fitted at all four corners with a rod antenna 2 meters high. A marking panel was laid out on the take-off strip. A soldier, who wore a fur-lined flying suit, signaled the planes with a red flag. The boundaries of the landing strip were marked by red and white flags. From 9 a.m. to 3 p.m. on 9 December, there was flying by ground attack planes.

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4. [redacted] the new coat of paint given to the ground attack aircraft in November was dark green and not, as originally assumed, black. The color of the propeller hubs could not be determined. [redacted] The aircraft of the smaller unit were still painted green-blue. "

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5. [redacted] a practice alert in early 1953. [redacted] erated bombs were stored near the aircraft. At the beginning of the alert, three bombs were attached to each of the wings of the ground attack planes.

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6. On 12 December, a low wooden building of about 20 x 5 meters was completed west of the Jarchau stop on the Stendal-Arneburg railroad line. [redacted] a radio installation was being built. Wooden structural parts were seen beside the completed building. Soviet sentries guarding the construction site came from the airfield and were quartered in a farm house.

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7. [redacted]

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8. About 2 p.m. on 13 December, biplanes landed at the field at intervals of about 5 minutes. When the first plane landed, an officer approached the plane and apparently gave directions to its pilot. The plane had a crew of two and took off again without delay. When the second plane landed, one member of the crew left the plane, and his place was taken by an officer. The plane took off again. On 13 and 14 December [redacted] 27 aircraft south and southeast of the hangars. [redacted] more aircraft were stationed at the field. Two take-offs were observed at about 1:30 p.m. on 14 December.

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9. A wire fence 2 to 2.5 meters high was observed along the Stendal-Borstel highway, 6 to 8 meters distant from the road. In mid-December, a number of shrapnel-proof aircraft revetments was observed about 20 meters distant from this wire fence. [redacted] additional revetments at other places of the installation.

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10. On 16 December [redacted] the patch of woodland southeast of the target ranges at the field was cleared. Piles of red bricks were seen in this area.

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11. From 24 December 1952 through 5 January 1953, individual biplanes made local training flights at the field. At 10 a.m. on 6 January, 10 planes took off and headed east. Twenty ground attack aircraft remained at the field.

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[redacted] a Soviet officer [redacted] was ordered to leave the field with an advance party and [redacted] the loading of equipment had been started during the preceding nights.⁴

12. At 10:30 a.m. on 28 December [redacted] 40 low-wing monoplanes at the field. Other planes could not be made out because of restricted visibility. There was no flying.

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1. [redacted] Comment. For sketch of Neue Kaserne, see Annex. The installation is believed to quarter an AAA unit, three 37-mm gun batteries of which are emplaced at Borstel airfield.

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2. [redacted] Comment. According to available information, a ground attack and an air reconnaissance regiment equipped with IL-10 aircraft are stationed at the field.

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3. [redacted] Comment. The Jarchau railroad stop is about 4 km east of Stendal airfield. The radio installation referred to may be the outer landing beacon.

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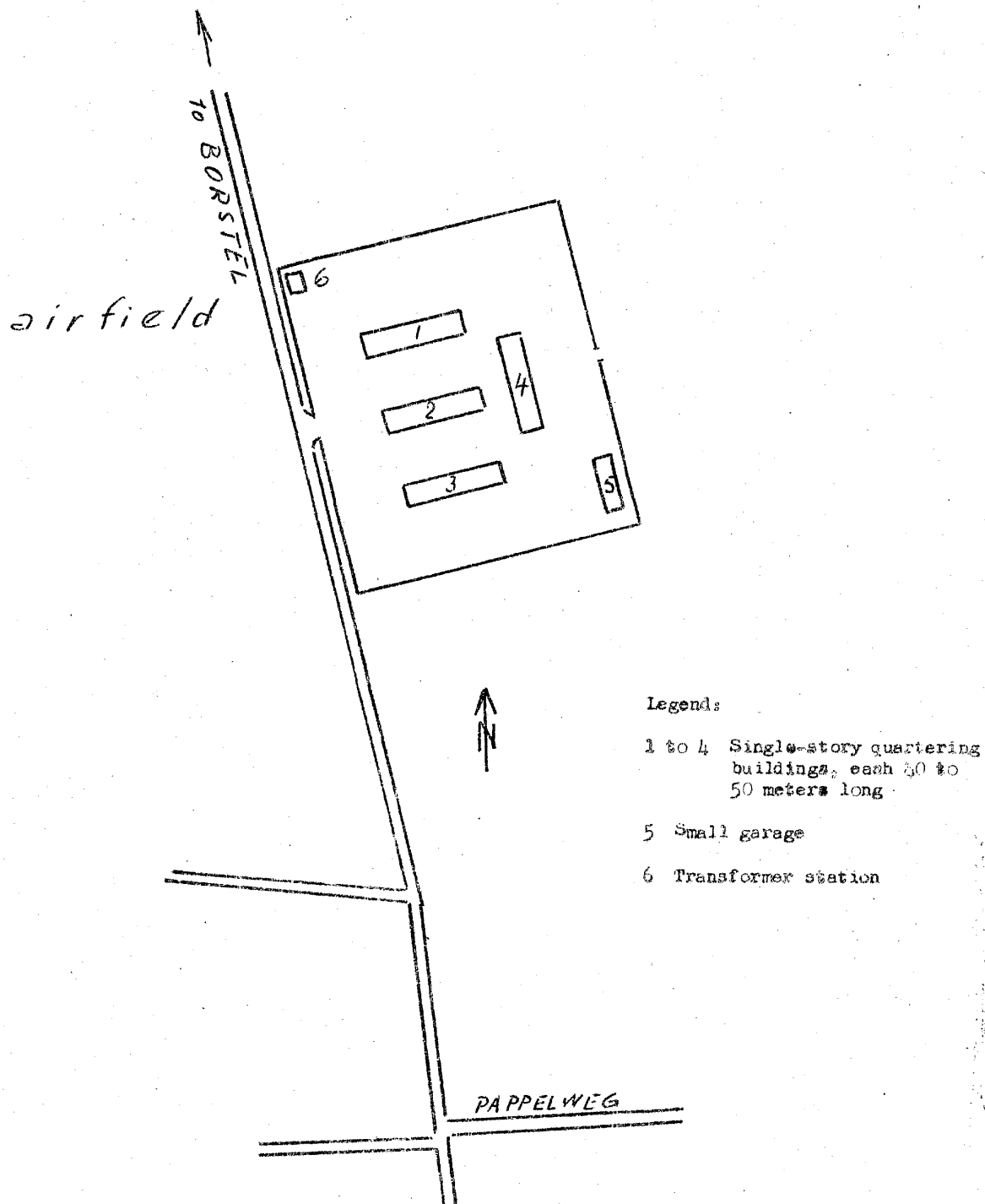
4. [redacted] Comment. This information indicates that one of the air units stationed at the field will be transferred. After late 1952, several ground attack units of the Twenty-Fourth Air Army were moved to other airfields.

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Annex

Neue Kaserne near Stendal Airfield



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